2004

Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

Special Locality Report 123

City of Petersburg

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North
81 Interstate Route
Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

US Route

(600) Secondary Route

Special Routes

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

Virginia State Route

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

								Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	From:	W	CL Petersbu	urg												
1 460 Washington St	City of Petersburg	0.40	13000	G	98%	0%	0%	1%	0%	0%	F	0.091	F	0.544	14000	G
	To:		Summit St			 										
Bus (1) (460) Washington St	City of Petersburg	0.18	14000	G	98%	0%	0%	1%	0%	0%	F	0.094	F	0.519	15000	G
1) (460) Washington St	City of 1 decreasing	0.10			3070	7	070	170	070	070	•	0.004	•	0.010	10000	Ü
Bus	From:		Elm St													
1 (460) Washington St	City of Petersburg	0.57	14000	G	96%	1%	2%	1%	1%	0%	С	0.090	F	0.535	16000	G
Pure	To- From:	US 1 Par, Was	1 Par; Wyth		Long											
Bus (1) (460) Wythe St	City of Petersburg	1.08	8200	G	95%	」 1%	2%	1%	1%	0%	С	0.085	F		8800	G
	Combined Traffic Estimates for 2 Parallel Roadway			G	95%	1%	2%	1%	1%	0%	F	NA	•		18000	G
	To:						_,,	.,0	.,0	0,0	-				.0000	
Bus	From:		Perry St	_				46:	46:				_			
1 (460) Wythe St	City of Petersburg	0.15	9800	G	95%	1%	2%	1%	1%	0%	F	0.087	F		11000	G
~	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	20000	G	95%	1%	2%	1%	1%	0%	F	NA			22000	G
Bus	To:	SF	36 Market	St]										
1 (460) (36) Wythe St	City of Petersburg	0.20	10000	G	95%	1%	2%	1%	1%	0%	F	0.093	F		11000	G
	Combined Traffic Estimates for Parallel Roadway	s on this Route:	NA									NA			NA	
	To:		S 301 Sycar	more St		1										
ALT Bus	From:		•		050/	40/	00/	40/	407	00/	_	0.000	_		45000	_
1 301 460 (36) Wythe St	City of Petersburg	0.20	14000	G	95%	1%	2%	1%	1%	0%	F	0.089	F		15000	G
	Combined Traffic Estimates for Parallel Roadway		NA S 460 Jeffer	roon St		7						NA			NA	
ALT	From:		JS 460 Wyt													
1 (301) Jefferson St	City of Petersburg	0.09	3300	G	95%	1%	2%	1%	1%	0%	F	0.086	F	0.709	3600	G
	Combined Traffic Estimates for Parallel Roadway	s on this Route:	NA									NA			NA	
	Tax	Bus US 4	50 Par, Was	hington S	St	1										
ALT Lefferson Ct	From:	•				40/	20/	40/	40/	00/	F	0.400	F	0.040	0.40	_
1 301 Jefferson St	City of Petersburg	0.26	870	G	95%	1%	2%	1%	1%	0%	г	0.108	г	0.813	940	G
	Combined Traffic Estimates for Parallel Roadway	s on this Route:	NA			_						NA			NA	
ALT	To: From:		Henry St													
1 301 3rd Street	City of Petersburg	0.05	1700	G	95%	1%	2%	1%	1%	0%	F	0.110	F		1800	G
\bigcirc	Combined Traffic Estimates for Parallel Roadway	s on this Route:	NA									NA			NA	
	To	US 3	301 Par, Bar	nk St		1—										
ALT (1) (301) 3rd Street	City of Petersburg	0.05	2800	G	95%	- 1%	2%	1%	1%	0%	F	0.109	F		3000	G
(1) (301) Sid Sileet	Combined Traffic Estimates for Parallel Roadway		NA	G	35 /0	1 /0	∠ /0	1 /0	1 /0	U /0	Г	0.109 NA	Г		NA	G
	To:		1 Bollingbr	ook St		7						INA			INA	
ALT	From:		1; 3RD ST													
1 301 301 36 Bollingbro	ok St City of Petersburg	0.08	6600	G	95%	0%	2%	1%	1%	0%	F	0.103	F		7100	G
	Combined Traffic Estimates for Parallel Roadway		NA			_						NA			NA	
	To:	US 1 Par; US	301 Par; Bo	ollingbro	ok St											

2004 Annual Average Daily Traffic Volume Estimates By Section of Route City of Petersburg

		Oity Oi 1	Petersburg				Tru	ck			K		Dir		
Route	Jurisdiction	Length AA	ADT QA	4Tire	Bus	2 A vlo	3+Axle			QC	Factor	QK	Factor	AAWDT	QW
	From:	US 1 Par; US 301	Par Rollinghro	ok St	1	ZAXIE	3+Axie	IIIali	ZIIdli		racioi		Factor		
1 301 2nd Street	City of Petersburg		1000 G	99%	」 ○%	0%	0%	0%	0%	F	NA			12000	G
(301)2110 011001	To:		onial Heights	0070	7	070	070	070	070	•	1471			12000	Ŭ
D	From:				1										
Bus Washington St	City of Petersburg		St Battersea Land	96%	」 1%	2%	1%	1%	0%	F	0.093	F		9600	G
1 460 Washington St	,									F					
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route: 17	7000 G	95%	1%	2%	1%	1%	0%	F	NA			18000	G
Bus	To: From:	123-902	25 West St		_										
1 (460) Washington St	City of Petersburg	0.40	800 G	96%	1%	2%	1%	1%	0%	F	0.092	F		9500	G
(3) (400)	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route: 17	7000 G	95%	1%	2%	1%	1%	0%	F	NA			18000	G
	To:		29 South St				.,,			-					
Bus	From:														
(1) (460) Washington St	City of Petersburg	0.27 10	0000 G	96%	1%	2%	1%	1%	0%	С	0.097	F		11000	G
\Leftrightarrow	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route: 20	0000 G	95%	1%	2%	1%	1%	0%	F	NA			22000	G
Due	To- From:	Guara	antee St]										
Bus 1 460 Washington St	City of Petersburg	0.24 10	0000 G	95%	- 1%	2%	1%	2%	0%	С	0.087	F		11000	G
1 460 Washington St	Combined Traffic Estimates for 2 Parallel Roadways			95%	1%	2%	1%	2%	0%	F	NA	•		21000	G
	To:	BUS US 460 Par			٦ '^	2/0	1 /0	Z /0	0 /6	-	INA			21000	G
-	From:	SR 36; Bus US 46													
(36) Market St	City of Petersburg	0.38 39	900 G	95%	1%	3%	1%	0%	0%	С	0.089	F	0.505	4200	G
	Combined Traffic Estimates for Parallel Roadways	s on this Route: N	NA								NA			NA	
	To:	SR 36 C	Grove Ave]										
~ <u> </u>	From:		Market St												
{ ₁ } (₃₆) Old St	City of Petersburg	0.13 3 5	500 G	95%	1%	3%	1%	0%	0%	F	0.095	F	0.759	3800	G
\odot	Combined Traffic Estimates for Parallel Roadway		NA		_						NA			NA	
	To:		more St												
Cynomera St	City of Deteroburg		old St 100 G	95%	10/	20/	40/	00/	00/	F	0.096	F	0.779	4500	G
Sycamore St	City of Petersburg			95%	1%	3%	1%	0%	0%	Г		Г	0.779		G
	Combined Traffic Estimates for Parallel Roadways		gbrook St		7						NA			NA	
	From:		more St		1										
(1) (36) Bollingbrook St	City of Petersburg		200 G	95%	1%	3%	1%	0%	0%	F	0.089	F		3400	G
	Combined Traffic Estimates for Parallel Roadways		NA								NA			NA	
	To:		S 301 2nd St		1										
	From:	WCI P	Petersburg		i										
(36) Fleet St	City of Petersburg		1000 G	98%	1%	1%	0%	0%	0%	С	0.094	F	0.504	11000	G
36) 1 1001 01	To:		ve Ave	0070	٦	170	070	070	070	Ŭ	0.001	•	0.00 1	11000	Ü
	From:		eet St												
(36) Grove Ave	City of Petersburg	0.54 37	700 G	95%	1%	2%	1%	1%	0%	С	0.105	F	0.617	4000	G
	To:		r, Market St]										
\bigcirc	From:		JS 1												
(36) (1) Market St	City of Petersburg		900 G	95%	1%	3%	1%	0%	0%	С	0.089	F	0.505	4200	G
<i>→ →</i>	Combined Traffic Estimates for Parallel Roadways		NA		_						NA			NA	
	To:	US 1 Par; BUS US 4	460 Par, Washin	gton St											

2004 Annual Average Daily Traffic Volume Estimates By Section of Route City of Petersburg

-				burq				Tru	ok			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC		QK		AAWDT	QW
	From:	US 1 Par; Bus	US 460 Dor	Washing	rton Ct	1	ZAXIE	3+Axie	IIIali	ZITAII		Factor		Factor		
(36) Market St	City of Petersburg	0.11	5000	, wasiiiiş	98%	」 ○%	1%	0%	0%	0%	F	0.1	F	0.595	5000	G
(36) Warner St	The state of the s				0070	7	170	070	070	070	•	0.1	•	0.000	0000	Ū
Bus	From:	· · · · · · · · · · · · · · · · · · ·	us US 460 V													
(36) $\{1\}$ $\{460\}$ Wythe St	City of Petersburg	0.20	10000	G	95%	1%	2%	1%	1%	0%	F	0.093	F		11000	G
\bigcirc \bigcirc \bigcirc	Combined Traffic Estimates for Parallel Roadway	s on this Route:	NA									NA			NA	
ALT Bus	To: From:	ALT U	S 301 Syca	more St]—										
(36) (1) (301) (460) Wythe S	t City of Petersburg	0.20	14000	G	95%	1%	2%	1%	1%	0%	F	0.089	F		15000	G
	Combined Traffic Estimates for Parallel Roadway	s on this Route:	NA									NA			NA	
-	Tax		Bus US 460)		1—										
(36) Bus (460) Wythe St	City of Petersburg	0.20	15000	G	96%	1%	2%	0%	1%	0%	С	0.098	F		16000	G
36) 460) Wythe St	Combined Traffic Estimates for 2 Parallel Roadway			G	93%	1%	2%	2%	2%	0%	С	NA			34000	G
	Combined Tranic Estimates for 2 Faraner Roadway	on this Route.		-	9370	1 /0 7	2/0	2/0	2/0	076	C	INA			34000	G
Bus	From:		I-85, I-95													
(36) (460) Wythe St	City of Petersburg	0.30	10000	G	96%	1%	2%	0%	1%	0%	F	0.084	F		11000	G
\bigcirc	Combined Traffic Estimates for 2 Parallel Roadway			G	94%	1%	2%	1%	2%	0%	F	NA			25000	G
	To:		outh Crater Sus US 460		d											
(36) Wythe St	City of Petersburg	0.43	11000	G	92%	1%	2%	1%	3%	0%	С	0.081	F		12000	G
3	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	22000	G	92%	1%	2%	2%	3%	0%	С	NA			24000	G
	To:	SR 36 Par, V]										
	From:		; Wythe St;			J					_		_			_
36 Washington St	City of Petersburg	0.87	22000	G	97%	0%	1%	0%	1%	0%	F	0.086	F	0.526	24000	G
	To:		uddledock I			}—										
(36) Washington St	City of Petersburg	0.58	16000	G	97%	0%	1%	0%	1%	0%	F	0.081	F	0.525	17000	G
<u> </u>	10:		George Cou													
C C 2110	From:		36; Marke		050/	101	00/	407	007	001	_	0.005	_	0.750	0000	•
(36) (1) Old St	City of Petersburg	0.13	3500	G	95%	1%	3%	1%	0%	0%	F	0.095	F	0.759	3800	G
	Combined Traffic Estimates for Parallel Roadway		NA Sycamore S	+		7						NA			NA	
-	From:		Old St	1												
36 1 Sycamore St	City of Petersburg	0.04	4100	G	95%	1%	3%	1%	0%	0%	F	0.096	F	0.779	4500	G
P P	Combined Traffic Estimates for Parallel Roadway		NA			_						NA			NA	
	To:		ollingbrook													
(36) (1) Bollingbrook St	City of Petersburg	0.10	Sycamore S 3200	G G	95%	」 1%	3%	1%	0%	0%	F	0.089	F		3400	G
Bollingbrook St	Combined Traffic Estimates for Parallel Roadway		3200 NA	G	3370	170	370	1 70	070	070	r	0.089 NA	ı			G
	To:		NA 1, US 301 2	nd St		7						INA			NA	
ALT	From:		S 1 Par, 2nd													
(36)(301)(1)(301)Bollingbr	ook St City of Petersburg	0.08	6600	G	95%	0%	2%	1%	1%	0%	F	0.103	F		7100	G
	Combined Traffic Estimates for Parallel Roadway		NA			_						NA			NA	
	To:	US 1, A	ALT US 30	1 3rd St												

2004 Annual Average Daily Traffic Volume Estimates By Section of Route City of Petersburg

		City	of Peters	burq								14				
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail		Factor		Factor		
Dall's shoot of	From:	0.45	3rd St		050/		40/	00/	007	00/	_	0.000	_		0000	_
36 301 Bollingbrook St	City of Petersburg	0.15	3500	G	95%	0%	1%	2%	2%	0%	C	0.090	F		3800	G
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	6500	G	94%	1%	2%	2%	2%	0%	F	NA			7000	G
	To- From:		5th St]										
36 301 Bollingbrook St	City of Petersburg	0.23	3200	G	95%	0%	2%	1%	1%	0%	С	0.093	F		3400	G
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	6600	G	94%	1%	3%	1%	1%	0%	С	NA			7100	G
	To:		Crater Rd	a.		ļ										
Crotor Dd	City of Deterology		ollingbrook		020/	00/	40/	40/	20/	00/	_	0.400	_		2400	0
36 301 Crater Rd	City of Petersburg	0.14	2900	G	93%	0%	1%	4%	2%	0%	С	0.102	F		3100	G
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	6500	G	93%	1%	2%	3%	2%	0%	F	NA			7000	G
	To: From:		01 Par, Ba													
(36) (301) Crater Rd	City of Petersburg	0.18	4500	G	96%	1%	2%	1%	1%	0%	F	0.103	F	0.584	4900	G
	Combined Traffic Estimates for Parallel Roadways	s on this Route:	NA									NA			NA	
	Ta:	US 301, B	US US 460	Crater R	ld.	—										
(36) Washington St	City of Petersburg	0.18	10000	G	97%	0%	1%	0%	1%	0%	F	0.092	F		11000	G
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	21000	G	94%	1%	2%	1%	2%	0%	F	NA			23000	G
	To. [7										
(36) Washington St	From: L City of Petersburg	0.25	Burch St 12000	G	92%	1%	2%	2%	3%	0%	С	0.094	F		12000	G
(36) Washington St	Combined Traffic Estimates for 2 Parallel Roadways							2%					-			_
	Combined Traffic Estimates for 2 Parallel Roadways		Vythe St; A	G malia St	92%	_1% T	2%	2%	3%	0%	С	NA			24000	G
	- I					1										
North	City of Detarably of (Mainty 26)		L Petersbu		81%	10/	40/	40/	160/	10/	_	0.000	F		22000	0
85 (460)	City of Petersburg (Maint: 26)	1.01	25000	G		1%	1%	1%	16%	1%		0.089	Г		23000	G
	Combined Traffic Estimates for 2 Parallel Roadways	3 on this Route:	51000	G	81%	1%	1%	1%	16%	1%	F	NA			46000	G
North	To: From:	Squi	rrel Level I	Road]										
(85) (460)	City of Petersburg (Maint: 26)	2.57	32000	G	81%	1%	1%	1%	16%	1%	F	0.089	F		29000	G
(40)	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	60000	G	81%	1%	1%	1%	16%	1%	F	NA			54000	G
	To:		I-95			7										_
South	From:	SC	L Petersbu	ıro		ī										
85) 460)	City of Petersburg (Maint: 26)	1.25	26000	G	81%	1%	1%	1%	16%	1%	F	0.09	F		23000	G
(65) (400)	Combined Traffic Estimates for 2 Parallel Roadways		51000	G	81%	1%	1%	1%	16%	1%	F	NA			46000	G
	- F				0170	7	170	170	10 /0	170	•	14/1			10000	·
South	From:	Squi	rrel Level I	Road												
(85) (460)	City of Petersburg (Maint: 26)	2.72	28000	G	81%	1%	1%	1%	16%	1%	F	0.091	F		25000	G
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	60000	G	81%	1%	1%	1%	16%	1%	F	NA			54000	G
	To:		I-95													
North	From:		Rives Rd													
	City of Petersburg (Maint: 74)	1.15	13000	G	82%	1%	1%	1%	16%	0%	F	0.082	F		11000	G
(95)	only on a discounting (mainter 1)															
North 95	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	29000	G	82%	1%	1%	1%	15%	0%	F	NA			25000	G

					_		Tru	ıck			K		Dir		
Jurisdiction	Length	AADT	QA	4Tire	Bus					QC	Factor	QK	Factor	AAWDT	QW
From:				000/	10/	407	407	100/	00/	_	0.000	_		47000	_
,										F		F			G
Combined Framic Estimates for 2 Parallel Roadway				82%	1%	1%	1%	15%	0%	Г	NA			36000	G
To: From:	U	S 460 West													
,	0.50	20000				1%	1%	16%	0%	N	0.082	Ν		17000	Ν
Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	42000	N	82%	1%	1%	1%	15%	0%	N	NA			36000	Ν
To. From:		I-85													
City of Petersburg (Maint: 26)	0.44	41000	G	90%	1%	1%	1%	8%	0%	F	0.078	F		40000	G
Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	77000	G	89%	1%	1%	1%	8%	0%	F	0.077	F	0.522	75000	G
Ta: From:	US 301, Bus	US 460 Wa	ashingto	n St]										
City of Petersburg (Maint: 26)	0.64	51000	G	90%	1%	1%	1%	8%	0%	F	0.082	F		50000	G
,		96000	G		1%	1%		8%	0%	F	0.08	F	0.527		G
To:			eights												
From:	SC	CL Petersbur													
City of Petersburg (Maint: 74)	0.34	15000	G	83%	1%	1%	0%	15%	0%	F	0.08	F		13000	G
Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	27000	G	82%	1%	1%	1%	15%	0%	F	NA			23000	G
To: From:		Rives Rd			}—										
City of Petersburg (Maint: 74)	1.22	16000	G	83%	1%	1%	0%	15%	0%	F	0.082	F		13000	G
Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	29000	G	82%	1%	1%	1%	15%	0%	F	NA			25000	G
To.: From:		Wagner Rd]										
City of Petersburg (Maint: 74)	2.29	22000	G	83%	1%	1%	0%	15%	0%	F	0.082	F		19000	G
,			G	82%	1%		1%	15%	0%	F	NA	-			G
ты					1										
City of Potoroburg (Moint: 74)				•	10/	10/	00/	150/	00/	NI	0.000	NI		10000	N
												IN			N
Combined Traine Estimates for 21 arailer Roadway	s on this route.			02 /0	1 /0 7	1 /0	1 /0	13 /0	076	IN	INA			30000	14
From:															_
										F		F			G
Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	77000	G	89%	1%	1%	1%	8%	0%	F	NA			75000	G
To: From:	US	S 301; US 40	60		J										
City of Petersburg (Maint: 26)	0.48	44000	G	89%	1%	1%	1%	8%	0%	F	0.079	F		43000	G
Combined Traffic Estimates for 2 Parallel Roadway			G	89%	1%	1%	1%	8%	0%	F	NA			93000	G
To:															
From:				050/	10/	40/	40/	20/	00/	_	0.000	_	0.54	7000	_
City of Petersburg	0.10	7100	G	95%	1%	1%	1%	2%	υ%	۲	0.093	F	0.51	7600	G
	City of Petersburg (Maint: 74) Combined Traffic Estimates for 2 Parallel Roadway City of Petersburg (Maint: 26) Combined Traffic Estimates for 2 Parallel Roadway City of Petersburg (Maint: 26) Combined Traffic Estimates for 2 Parallel Roadway City of Petersburg (Maint: 74) Combined Traffic Estimates for 2 Parallel Roadway City of Petersburg (Maint: 74) Combined Traffic Estimates for 2 Parallel Roadway City of Petersburg (Maint: 74) Combined Traffic Estimates for 2 Parallel Roadway City of Petersburg (Maint: 74) Combined Traffic Estimates for 2 Parallel Roadway City of Petersburg (Maint: 74) Combined Traffic Estimates for 2 Parallel Roadway City of Petersburg (Maint: 74) Combined Traffic Estimates for 2 Parallel Roadway City of Petersburg (Maint: 26) Combined Traffic Estimates for 2 Parallel Roadway City of Petersburg (Maint: 26) Combined Traffic Estimates for 2 Parallel Roadway	City of Petersburg (Maint: 74) 2.79 Combined Traffic Estimates for 2 Parallel Roadways on this Route: City of Petersburg (Maint: 74) 0.50 Combined Traffic Estimates for 2 Parallel Roadways on this Route: City of Petersburg (Maint: 26) 0.44 Combined Traffic Estimates for 2 Parallel Roadways on this Route: City of Petersburg (Maint: 26) 0.64 Combined Traffic Estimates for 2 Parallel Roadways on this Route: City of Petersburg (Maint: 26) 0.64 Combined Traffic Estimates for 2 Parallel Roadways on this Route: City of Petersburg (Maint: 74) 0.34 Combined Traffic Estimates for 2 Parallel Roadways on this Route: City of Petersburg (Maint: 74) 1.22 Combined Traffic Estimates for 2 Parallel Roadways on this Route: City of Petersburg (Maint: 74) 2.29 Combined Traffic Estimates for 2 Parallel Roadways on this Route: City of Petersburg (Maint: 74) 0.53 City of Petersburg (Maint: 74) 0.53 Combined Traffic Estimates for 2 Parallel Roadways on this Route: City of Petersburg (Maint: 26) 0.66 Combined Traffic Estimates for 2 Parallel Roadways on this Route: City of Petersburg (Maint: 26) 0.66 Combined Traffic Estimates for 2 Parallel Roadways on this Route: City of Petersburg (Maint: 26) 0.66 Combined Traffic Estimates for 2 Parallel Roadways on this Route: City of Petersburg (Maint: 26) 0.48 Combined Traffic Estimates for 2 Parallel Roadways on this Route: City of Petersburg (Maint: 26) 0.48 Combined Traffic Estimates for 2 Parallel Roadways on this Route:	City of Petersburg (Maint: 74) 2.79 20000	City of Petersburg (Maint: 74) 2.79 20000 G	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 42000 R 82%	City of Petersburg (Maint: 74) 2.79 20000 G 82% 1% 1% 1% 1% 1% 1% 1%	City of Petersburg (Maint: 74) City of Petersburg (Maint: 74) Combined Traffic Estimates for 2 Parallel Roadways on this Route: South Petersburg (Maint: 74) Combined Traffic Estimates for 2 Parallel Roadways on this Route: City of Petersburg (Maint: 74) Combined Traffic Estimates for 2 Parallel Roadways on this Route: City of Petersburg (Maint: 26) City of Petersburg (Maint: 27) City of Petersburg (Maint: 28) City of Petersburg (Maint:	City of Petersburg (Maint: 74) 2.79 20000 G 82% 1% 1% 1% 1% 1% 1% 1%	City of Petersburg (Maint: 74)	City of Petersburg (Maint: 74) 2.79 2000 6 82% 1% 1% 1% 16% 0% 15% 0% 0% 15% 0% 15% 0% 15% 0% 15% 0% 15% 0% 15% 0% 15% 0%	City of Petersburg (Maint: 74) 2.79 20000 G 82% 1% 1% 16% 0% F	City of Petersburg (Maint: 74) City of Petersburg (Maint: 26) City of Petersburg (Maint: 274) City of P	City of Petersburg (Maint: 74) City of Petersburg (Maint: 26) City of Petersburg (Maint: 274) City of	Water Wate	Value of Record Value of R

D .			445=		47.			Tru	ıck		- 00	K	01/	Dir	A A14/DT	_
Route	Jurisdiction		AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	Q —
)9)Hickory Hill Rd	City of Petersburg	0.88	460 County 8800	Rd G	98%] 0%	1%	0%	0%	0%	С	0.119	F	0.761	9500	(
99 nickory niii Ru	City of Petersburg				96%	U% 7	170	0%	0%	0%	C	0.119	Г	0.761	9500	
9) Hickory Hill Rd	City of Petersburg	0.03	CL Petersbu 8800	ırg N	98%	0%	1%	0%	0%	0%	N	0.119	N	0.761	9500	
jg/Tilekory Tilli Ru		ad End; Fort Lee N				3	1 70	0 70	070	0 70	IN	0.113	IN	0.701	9300	
	From:	W	CL Petersbu	urg												=
Boydton Plank Rd	City of Petersburg	0.16	3900	G	97%	1%	2%	0%	0%	0%	F	0.102	F	0.579	4200	
<u> </u>	To- From:		Dupuy Rd			}—										
Boydton Plank Rd	City of Petersburg	1.24	3400	G	97%	1%	2%	0%	0%	0%	С	0.1	F	0.611	3700	
	To: From:		604 Halifax			}—										
Halifax Rd	City of Petersburg	0.06	6000	G	97%	1% 7	2%	0%	0%	0%	F	0.102	F	0.595	6500	
	From		CSX RR			1										_
O1 Crater Rd	City of Petersburg	0.21	7500 7500	G G	98%	J 0%	1%	0%	0%	0%	С	0.092	F	0.653	8200	
01)			Rives Rd			···	.,,									
O1 Crater Rd	From:L City of Petersburg	0.90	9000	G	96%	」 1%	2%	0%	1%	0%	С	0.096	F	0.586	9700	
	To-		Wagner Rd	1		—										
O1 Crater Rd	City of Petersburg	0.43	21000	G	96%	1%	2%	0%	1%	0%	F	0.091	F	0.510	23000	
~	To		Flank Rd			Ъ—										
O1 Crater Rd	City of Petersburg	0.87	22000	G	96%	1%	2%	0%	1%	0%	F	0.095	F	0.506	24000	
<i></i>	To- From:	ALT U	S 301 Sycar	more St		}—										
O1 Crater Rd	City of Petersburg	0.26	16000	G	97%	1%	2%	0%	0%	0%	С	0.088	F	0.504	17000	
~ <u></u>	To- From:		South Blvd			}—										
O1 Crater Rd	City of Petersburg	0.73	22000	G	97%	1%	2%	0%	0%	0%	F	0.09	F	0.519	23000	
Bus	To: From:	I-9	5, Bus US 4	460		}—										_
01 (460) Crater Rd	City of Petersburg (Maint: 26)	0.09	11000	N	96%	1%	2%	1%	1%	0%	Ν	0.088	Ν	0.552	12000	
	To:	I-95; Bus U	,													
Bus 01 (460) Crater Rd	City of Petersburg	Maintenan 0.98	ce Jurisdicti 11000	G Chan	1ge 96%	」 1%	2%	1%	1%	0%	С	0.088	F	0.552	12000	
51)(460) erater i ta	Combined Traffic Estimates for Parallel Roadways		NA		0070	.,0	_,,	. , ,	.,0	0,0	Ū	NA	•	0.002	NA	
	To		us US 460	Wythe S	t	—										
Bus 01 (460) Crater Rd	City of Petersburg	0.10	7900	G	96%	- 1%	2%	1%	1%	0%	F	0.089	F	0.521	8600	
1 460 Crater Rd	Combined Traffic Estimates for Parallel Roadways		NA	J	JU /U	1 /0	2/0	1 /0	1 /0	070	ı	NA	'	0.021	NA	
	To To	SR 36 Par, Bus		Washin	noton St	1						,			. */ `	
O1 36 Crater Rd	City of Petersburg	0.18	4500 Fai	G Wasiiii	96%	1%	2%	1%	1%	0%	F	0.103	F	0.584	4900	
	Combined Traffic Estimates for Parallel Roadways	on this Route:	NA									NA			NA	
	To		301 Par, Bar	nk St												

2004 Annual Average Daily Traffic Volume Estimates By Section of Route City of Petersburg

		0,	of Petersi	July												
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		Tru	ıck		QC	K	QK	Dir	AAWDT	. OM
	Guilduotion				71110	Duo	2Axle	3+Axle	1Trail	2Trail	<u> </u>	Factor	ω, ι ·	Factor	, , , , , , , , , , , , , , , , , , ,	٠ × ٧ ٧
~~~	From:	US 3	01 Par, Ban	k St												
301 (36) Crater Rd	City of Petersburg	0.14	2900	G	93%	0%	1%	4%	2%	0%	С	0.102	F		3100	G
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	6500	G	93%	1%	2%	3%	2%	0%	F	NA			7000	G
	To:	Во	llingbrook S	St												
~~~ <u></u>	From:		Crater Rd													
301 (36) Bollingbrook St	City of Petersburg	0.23	3200	G	95%	0%	2%	1%	1%	0%	С	0.093	F		3400	G
~ ·	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	6600	G	94%	1%	3%	1%	1%	0%	С	NA			7100	G
	Tou		5th St			—										
301 (36) Bollingbrook St	City of Petersburg	0.15	3500	G	95%	0%	1%	2%	2%	0%	С	0.090	F		3800	G
301) (36) Domingorook et	Combined Traffic Estimates for 2 Parallel Roadways		6500	G	94%	1%	2%	2%	2%	0%	_	NA	•		7000	G
	To:	s on this Route.	3rd St	G	94%	1 70 7	270	270	270	0%	Г	INA			7000	G
ALT	From:	US 1 A	LT US 301	3rd St												
301 1 301 36 Bollingbro	ook St City of Petersburg	0.08	6600	G	95%	0%	2%	1%	1%	0%	F	0.103	F		7100	G
301) (1) (301) (36) 2011119211	Combined Traffic Estimates for Parallel Roadways		NA	•	0070	070	270	170	170	070	•	NA	•		NA	Ŭ
	To:		1 Par, 2nd	St.		7						INA			INA	
	From:	US	N RT 1	SI.												
301 1 2nd Street	City of Petersburg	0.35	11000	G	99%	0%	0%	0%	0%	0%	F	NA			12000	G
301) (1) 2110 611661	To:		Colonial Hei		0070	7	070	070	070	070	•	14/ (12000	Ŭ
						l										
~~~	From		301 Crater			J					_		_			_
3 ₀₁ (3 ₆ ) Bank St	City of Petersburg	0.24	3400	G	93%	1%	3%	2%	1%	0%	С	0.1	F		3700	G
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	6600	G	94%	1%	3%	1%	1%	0%	С	NA			7100	G
	Tax		5th St			1										
301 (36) Bank St	City of Petersburg	0.15	3000	G	93%	1%	3%	2%	1%	0%	F	0.099	F		3200	G
301 36 Bank St	Combined Traffic Estimates for 2 Parallel Roadways		6500	G	94%	1%	2%	2%	2%	0%	E	NA	•		7000	G
	Combined Trainic Estimates for 2 Faraller Roadways	s on this Route.	0300	<u> </u>	94 /0	1 /0	2/0	2/0	2/0	0 /6		INA			7000	G
ALT	To: From:		3rd St			<u> </u>										
~~~ ~~~ ~~	City of Petersburg	0.09	4000	G	93%	1%	3%	2%	1%	0%	F	0.099	F		4400	G
301 (1) (301) (36) Bank St	Combined Traffic Estimates for 2 Parallel Roadways			G		1%	3%	1%	1%	0%	F	NA	•		11000	G
	To:		JS 301 Par, 2		94%	1 70 1	3%	1 70	170	0%	Г	INA			11000	G
	From:		S 301 Par; B			1										
301 (36) 2nd Street	City of Petersburg	0.06	3600	G	93%	1%	3%	2%	1%	0%	F	0.103	F		3900	G
36 2nd Street	Combined Traffic Estimates for 2 Parallel Roadways		6500	G		1%	2%		2%	0%			•			G
	Combined Trainic Estimates for 2 Parallel Roadways		301 Bolling		93%	1% 7	2%	3%	2%	0%	Г	NA			7000	G
		·			ι											
ALT	From:		301 Crater l													
301 Sycamore St	City of Petersburg	0.30	8300	G	98%	0%	1%	0%	0%	0%	F	0.094	F	0.524	9000	G
<u> </u>	Tax		South Blvd			1										
ALT	From:					_					_					
301 Sycamore St	City of Petersburg	0.95	6300	G	98%	0%	1%	0%	0%	0%	С	0.089	F	0.615	6800	G
<u> </u>	Tax		North Blvd			—										
ALT	From:					_										
301 Sycamore St	City of Petersburg	0.42	10000	G	98%	0%	1%	0%	0%	0%	F	0.086	F	0.628	11000	G
,)	-		Graham Rd			_										

2004 Annual Average Daily Traffic Volume Estimates By Section of Route City of Petersburg

		City	of Petersi	July												
Route	Jurisdiction	Lenath	AADT	QA	4Tire	Bus		Tru			QC	K	QK	Dir	AAWDT	QW
	-	_og		٠.,			2Axle	3+Axle	1Trail	2Trail		Factor	Ψ	Factor	, , , , , , ,	~
ALT	From:		Graham Rd													
301 Sycamore St	City of Petersburg	0.56	12000	G	98%	0%	1%	0%	0%	0%	F	0.087	F	0.552	13000	G
<u> </u>	To:	J	JS 1 Wythe S	St												
ALT Bus	From:		US 1													
$\{301\}$ $\{1\}$ $\{460\}$ $\{36\}$ Wythe St	City of Petersburg	0.20	14000	G	95%	1%	2%	1%	1%	0%	F	0.089	F		15000	G
	Combined Traffic Estimates for Parallel Roadways	s on this Route:	NA									NA			NA	
	To:	Bus U	JS 460 Jeffers	son St		1										
ALT	From:	Bus	US 460 Wyth	he St												
301 1 Jefferson St	City of Petersburg	0.07	3300	G	95%	1%	2%	1%	1%	0%	F	0.086	F	0.709	3600	G
	Combined Traffic Estimates for Parallel Roadways	s on this Route:	NA									NA			NA	
	To:		ional Class C	hange		1										
ALT	From:		60 Par, Wash		St											
301 1 Jefferson St	City of Petersburg	0.26	870	Ğ	95%	1%	2%	1%	1%	0%	F	0.108	F	0.813	940	G
(30)	Combined Traffic Estimates for Parallel Roadways											NA			NA	_
	Combined Trainic Estimates for Faraller Roadways	on this reduce.				_						INA			INA	
ALT	To- From:		Henry St			_										
~~~~~~·	City of Petersburg	0.05	1700	G	95%	1%	2%	1%	1%	0%	F	0.110	F		1800	G
301 1 3rd Street	Combined Traffic Estimates for Parallel Roadways			Ŭ	3070	170	270	170	170	070	•		•			O
	Combined Trainic Estimates for Parallel Roadways	s on this Route.	NA			_						NA			NA	
ALT	To: From:	US	301 Par, Banl	k St		]										
~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	City of Petersburg	0.05	2800	G	95%	1%	2%	1%	1%	0%	F	0.109	F		3000	G
301 1 3rd Street	,			٥	3370	1 /0	270	1 70	1 70	070	'		'			O
	Combined Traffic Estimates for Parallel Roadways			1.0		7						NA			NA	
ALT	From		01 Bollingbro ALT US 301			 										
ALT 301 301 1 36 Bollingbroom	L bk St City of Petersburg	0.08	6600	G	95%	」 ○%	2%	1%	1%	0%	F	0.103	F		7100	G
[301] [301] [1] [36] Bollingbroom	,			G	95/0	076	2 /0	1 /0	1 /0	0 /0			-			G
	Combined Traffic Estimates for Parallel Roadways	s on this Route:				-						NA			NA	
	10:		US 301			I										
ALT	From:	J	JS 1 Wythe S	St												
(301) Sycamore St	City of Petersburg	0.09	7400	G	98%	0%	0%	1%	0%	0%	F	0.091	F	0.529	8000	G
(S)	To:	Bus US	460 Washin	gton St		1										
ALT Bus Bus	From:		us US 460 Pa													
301 460 460 36 Washingto	on St City of Petersburg	0.09	15000	G	94%	1%	3%	2%	1%	0%	F	0.085	F		17000	G
	Combined Traffic Estimates for 2 Parallel Roadways	s on this Route:	29000	G	94%	1%	2%	1%	1%	0%	F	NA			32000	G
	- F					7	-/-			- , -	-					_
ALT	To- From:	Bus US	460 Washin	igton St												
(301) Adams St	City of Petersburg	0.06	5000	G	98%	0%	0%	1%	0%	0%	F	0.092	F	0.715	5400	G
(S)	, - F					-										
ALT	To: From:		Franklin St													
(301) Adams St	City of Petersburg	0.16	4700	G	98%	0%	0%	1%	0%	0%	F	0.095	F	0.757	5100	G
(A)	To:		Henry St			7										-
ALT	From:		Adams St													
(301) Henry St	City of Petersburg	0.04	3100	G	98%	0%	0%	1%	0%	0%	F	0.085	F		3300	G
(3k1), 1911.) et	Combined Traffic Estimates for Parallel Roadways			•	50,0	0,0	0,0	.,.	0,0	0,0	•	NA	•		NA	•
	To Thomse Trainic Estimates for Farallel Roadways	S OF THIS ROUTE.				1						INA			INA	
	10.		Second St													

2004 Annual Average Daily Traffic Volume Estimates By Section of Route City of Petersburg

		0 0.0.00	u. u								17				
Jurisdiction	Length	AADT	QA	4Tire	Bus				2Trail	QC	r Factor	QK	Factor	AAWDT	Q/
City of Petersburg	0.05	Henry St 2800	G	98%	0%	0%	1%	0%	0%	F	0.086	F		3000	C
То:	US	301 P Bank S	St												
From:	S	CL Petersburg	g												
City of Petersburg (Maint: 26)	1.01			S	See I-85	for dire	ctional t	raffic vo	olume es	timate	s for this	segm	nent.		
Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	51000	G	81%	1%	1%	1%	16%	1%	F	NA			46000	(
Tac	Sau	irrel Level Ro	oad		1										
City of Petersburg (Maint: 26)				S	See I-85	for dire	ctional t	raffic vo	lume es	timate	s for this	segn	nent.		
Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	60000	G	81%	1%	1%	1%	16%	1%	F	NA	ŭ		54000	
To:	, o on the reducer	I-85 S		0.70	7	. , 0	.,0	.070	.,0	·				0.000	
From:	Maintenar	nce Jurisdiction	n Chan	ge											
City of Petersburg	2.64	9600	Α	87%	1%	1%	1%	10%	0%	С	0.1	Α	0.518	10000	
To:	SR 10	06 Courthouse	- Rd		1 ——										
City of Petersburg				87%	」 1%	1%	1%	10%	0%	F	0.082	F	0.572	12000	
To:			_		1				-,-				****		
From:	, xx	CI Deterobure	~		l										
City of Petershura				98%	J .0%	0%	1%	0%	0%	F	0.001	F	0 544	14000	
Only of Feleraburg	0.40			3070	- 070	070	1 70	070	070	'	0.001	•	0.544	14000	
To: From:		Summit St			<u> </u>										
City of Petersburg	0.18	14000	G	98%	0%	0%	1%	0%	0%	F	0.094	F	0.519	15000	
- Tax	1	Elm St			1										
From:					J										
City of Petersburg			_	96%	1%	2%	1%	1%	0%	С	0.090	F	0.535	16000	
To:		,		Y	<u> </u>										
City of Potorshura					 10/	20/	10/	10/	00/	C	0.085	_		9900	
, ,												Г			
Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	17000	G	95%	1%	2%	1%	1%	0%	F	NA			18000	
To: From:		Perry St			<u> </u>										
City of Petersburg	0.15	9800	G	95%	1%	2%	1%	1%	0%	F	0.087	F		11000	
Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	20000	G	95%	1%	2%	1%	1%	0%	F	NA			22000	
To:				0070	.,. T	_,,	.,0	.,0	0,0	·					
From:	SI	R 36 Market S	št												
City of Petersburg	0.20	10000	G	95%	1%	2%	1%	1%	0%	F	0.093	F		11000	
Combined Traffic Estimates for Parallel Roadway	s on this Route:	NA									NA			NA	
To	ALT I	IS 301 Sycamo	ore St		Ъ										
From:	•	•			.					_		_		.=	
,			G	95%	1%	2%	1%	1%	0%	F		F			
Combined Troffic Fatimates for Darallal Deadus	s on this Route:	NA									NA			NA	
Combined Traffic Estimates for Parallel Roadway					_										
Combined Traffic Estimates for Parallel Roadway	US	S 1 Jefferson S	St		<u> </u>										
To: From:				96%	1%	20/_	O%-	10/-	Nº/-		0.008			16000	
Combined Traffic Estimates for Parallel Roadway City of Petersburg Combined Traffic Estimates for 2 Parallel Roadway	0.20	15000	G G	96% 93%	1% 1%	2% 2%	0% 2%	1% 2%	0% 0%	C C	0.098 NA	F		16000 34000	(
	City of Petersburg (Maint: 26) Combined Traffic Estimates for 2 Parallel Roadway City of Petersburg (Maint: 26) Combined Traffic Estimates for 2 Parallel Roadway To City of Petersburg City of Petersburg City of Petersburg City of Petersburg City of Petersburg City of Petersburg City of Petersburg City of Petersburg City of Petersburg City of Petersburg City of Petersburg City of Petersburg City of Petersburg City of Petersburg Combined Traffic Estimates for 2 Parallel Roadway City of Petersburg City of Petersburg	City of Petersburg (Maint: 26) 1.01 Combined Traffic Estimates for 2 Parallel Roadways on this Route: City of Petersburg (Maint: 26) 2.57 Combined Traffic Estimates for 2 Parallel Roadways on this Route: City of Petersburg (Maint: 26) 2.57 Combined Traffic Estimates for 2 Parallel Roadways on this Route: City of Petersburg 2.64 City of Petersburg 0.34 City of Petersburg 0.40 City of Petersburg 0.40 City of Petersburg 0.57 City of Petersburg 1.08 City of Petersburg 1.08 City of Petersburg 1.08 Combined Traffic Estimates for 2 Parallel Roadways on this Route: City of Petersburg 0.15 City of Petersburg 0.15 City of Petersburg 0.15 Combined Traffic Estimates for 2 Parallel Roadways on this Route: City of Petersburg 0.20 Combined Traffic Estimates for Parallel Roadways on this Route:	City of Petersburg	City of Petersburg	City of Petersburg	City of Petersburg City of	City of Petersburg City of	City of Petersburg City of	City of Petersburg First City of Petersburg First City of Petersburg City of Pete	City of Petersburg City of Petersburg City of Petersburg Targit Section Se	City of Petersburg Squired Level North Squired Level North	Second S	State Stat	March Marc	Second Combined Traffic Estimates for 2 Parallel Road/ways on this Route City of Petersburg City of Peters

2004 Annual Average Daily Traffic Volume Estimates By Section of Route City of Petersburg

								Tru	ck			K		Dir		
Route	Jurisdiction	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Factor	QK	Factor	AAWDT	QW
Bus	From:		I-85, I-95			J				•••	_		_			
(460) (36) Wythe St	City of Petersburg	0.30	10000	G	96%	1%	2%	0%	1%	0%	F	0.084	F		11000	G
	Combined Traffic Estimates for 2 Parallel Roadway			G	94%	1%	2%	1%	2%	0%	F	NA			25000	G
Pue	From:		US 301 Cr US 301 W													
Bus 460 (301) Crater Rd	City of Petersburg	0.96	11000	G	96%	」 1%	2%	1%	1%	0%	С	0.088	F	0.552	12000	G
460 301 Crater Rd	Combined Traffic Estimates for Parallel Roadway		NA	Ŭ	3070	1 /0	270	1 70	170	070	O	NA	•	0.552	NA	J
	Tallo 20111011011101111111111111111111111111	I-95; BUS U		Winfield	I Rd	1										
Bus Crotor Rd	From:	•				40/	20/	40/	40/	00/	N.I	0.000	N.I.	0.550	12000	N.I
(460) (301) Crater Rd	City of Petersburg (Maint: 26)	0.09	11000 301 Crater	Rd	96%	1% 7	2%	1%	1%	0%	N	0.088	N	0.552	12000	N
Due	From:		the St Batte		2	1										
Bus (460) (1) Washington St	City of Petersburg	0.31 wy	8900	G	96%	」 1%	2%	1%	1%	0%	F	0.093	F		9600	G
480 () 1 Tabiling St. St.	Combined Traffic Estimates for 2 Parallel Roadway			G	95%	1%	2%	1%	1%	0%	F	NA	•		18000	G
	To-		8-9025 Wes													
Bus	From:				2001	401	001	40/	407	00/	_	0.000	_		0500	_
460 D Washington St	City of Petersburg	0.40	8800	G	96%	1%	2%	1%	1%	0%	F	0.092	F		9500	G
-	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	17000	G	95%	1%	2%	1%	1%	0%	F	NA			18000	G
Bus	Tac From:	123	-9029 Sout	h St		_										
(460) (1) Washington St	City of Petersburg	0.27	10000	G	96%	1%	2%	1%	1%	0%	С	0.097	F		11000	G
(P) (P)	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	20000	G	95%	1%	2%	1%	1%	0%	F	NA			22000	G
	To- From:	(Guarantee S	t		1										
Bus 460 1 Washington St	City of Petersburg	0.24	10000	G	95%	- 1%	2%	1%	2%	0%	С	0.087	F		11000	G
Washington St	Combined Traffic Estimates for 2 Parallel Roadway	-		G	95%	1%	2%	1%	2%	0%	F	NA	•		21000	G
	To:		orth Market		3070	٦ '″	270	170	270	070	•	14/1			21000	Ü
Bus	From:	US 1 Pa	ar; SR 36 M	arket St												
$\binom{460}{36}$ Washington St	City of Petersburg	0.19	13000	G	94%	1%	3%	2%	1%	0%	С	0.087	F		14000	G
	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	23000	G	94%	1%	2%	1%	1%	0%	F	NA			24000	G
Bus ALT	Tac From:	ALT US	301 Par, Sy	camore S	St]										
460 301 36 Washington St	City of Petersburg	0.09	15000	G	94%	1%	3%	2%	1%	0%	F	0.085	F		17000	G
490 (301) (36) Transmigran St	Combined Traffic Estimates for 2 Parallel Roadway			G	94%	1%	2%	1%	1%	0%	F	NA	•		32000	G
	To.		301 Par, A			٠.,٠	_,,	.,0	.,0	0,0	•				02000	
Bus ALT	From:		,		0.407	461	00.	061	461	061	_	0.655	_		40000	-
(460) (301) (36) Washington St	•	0.10	15000	G	94%	1%	3%	2%	1%	0%	F -	0.082	F		16000	G
— — — — — — — — — — — — — — — — — — —	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	29000	G	94%	1%	2%	1%	1%	0%	F	NA			31000	G
Bus	To: From:	US	1 Jeffersor	n St		}—										
(460) (36) Washington St	City of Petersburg	0.24	16000	G	90%	1%	2%	4%	4%	0%	С	0.079	F		18000	G
. 80	Combined Traffic Estimates for 2 Parallel Roadway	s on this Route:	32000	G	93%	1%	2%	2%	2%	0%	С	NA			34000	G
	To:		I-95													
		·				_										

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	20 ylo	Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW
Description	From:		I-95			1	ZAXIE	3+Axie	IIIali	ZIIdli		гастог		racioi		
Bus (460) (36) Washington St	City of Petersburg	0.24	13000	G	93%	」 1%	2%	2%	2%	0%	С	0.089	F		14000	G
460 (36) Washington St	, ,												•			_
	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	23000	G	94%	1%	2%	1%	2%	0%	F	NA			25000	G
Bus	To- From:	US	301 Crater	Rd]										
460 301 Crater Rd	City of Petersburg	0.10	7900	G	96%	1%	2%	1%	1%	0%	F	0.089	F	0.521	8600	G
(480)(301) Grater Ha	Combined Traffic Estimates for Parallel Roadways		NA		0070	170	270	1 70	170	070	•	NA	•	0.021	NA	Ü
	Combined Trainic Estimates for Farallel Roadways (on this Route.	INA			_						INA			INA	
Bus	To- From:	SR 36, B	US US 460	Wythe S	t	<u> </u>										
460 (301) Crater Rd	City of Petersburg	0.96	11000	G	96%	1%	2%	1%	1%	0%	С	0.088	F	0.552	12000	G
480 (301)	Combined Traffic Estimates for Parallel Roadways		NA									NA			NA	
	To:	I-95; BUS U		Winfield	Rd	7						147 (1471	
Bus	From:		301 Crater													
460 Winfield Rd	City of Petersburg	0.43	1700	G	94%	1%	2%	1%	2%	0%	С	0.095	F	0.971	1900	G
(+80)	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	1700	G								NA			NA	
						_										
Bus	From:	State Ma	intenance E	oundary												
(460) Winfield Rd	City of Petersburg (Maint: 26)	0.09	1700	G	94%	1%	2%	1%	2%	0%	С	0.095	F	0.971	1900	G
P	Combined Traffic Estimates for 2 Parallel Roadways	on this Route:	1700	G								NA			NA	
	To:	US	460 County	Rd		1										

						City of Petersb	urg								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg				From:		D 1E 1									
(220)	0.17	NA		110111.		Dead End				NA			NA		
(329)	0.17	IVA		To		74-1102				13/3			INA		
				From:		SCL Petersburg; 26	-675	1							
3 Vaughn Rd	0.64	NA		<u> </u>		Bell Fetersburg, 20	075			NA			NA		
(3)				To:		123-9013 Halifax	Rd								
				From:		Halifax Rd									
4 Wells Rd	0.41	3500	G	88%	1%	3% 2%	6%	0%	С	0.093	F		3800	G	2004
\odot				To:		Squirrel Level R	d								
				From:		CSX RR									
(9002) Halifax Rd	0.18	6500	G	95%	1%	2% 1%	0%	0%	F	0.099	F	0.609	7000	G	2004
				To		Patterson St									
(9002) Halifax St	0.58	5100	G	95%	1%	2% 1%	0%	0%	F	0.107	F	0.617	5500	G	2004
(9002) Halifax St	0.00	0.00	•		170		070		•	0.101	•	0.011	0000	Ū	2001
C Halifan Ot	0.40	0000		From:	40/	Baylors Ln	00/			0.404	_	0.570	0500		2004
(9002) Halifax St	0.19	6000	G	95%	1%	2% 1%	0%	0%	F	0.101	F	0.579	6500	G	2004
_				From:		Virginia Ave		ŀ							
(9002) Halifax St	0.37	8900	G	95%	1%	2% 1%	0%	0%	F	0.084	F	0.580	9600	G	2004
				To:		Lee Ave									
(9002) Halifax St	0.29	8200	G	95%	1%	2% 1%	0%	0%	F	0.085	F	0.511	8800	G	2004
\bigcirc				To		Liberty St		1							
(9002) Halifax St	0.28	9100	G	95%	1%	2% 1%	0%	0%	С	0.083	F	0.548	9800	G	2004
3002)				Tot					_					-	
(9002) Union St	0.12	4400	G	From:		US 1, US 460 W Wy	tne St			0.099	F	0.874	4700	G	2004
(9002) Union St	0.12	4400	G							0.099	•	0.074	4700	G	2004
<u> </u>				From:		1, US 460 W Washi	-				_				
(9002) Union St	0.17	2200	G	91% To:	3%	4% 1%	0%	0%	С	0.108	F	0.587	2400	G	2004
						W Tabb St									
O 5 / 5 /			_	From:		Boydton Plank R					_				
(9004) Defense Rd	0.47	2400	G	97%	1%	1% 0%	1%	0%	С	0.118	F	0.699	2600	G	2004
<u> </u>				To: From:		Squirrel Level R	ld.								
(9004) Defense Dr	1.77	6600	G	97%	1%	1% 1%	0%	0%	F	NA			6900	G	2004
<u> </u>				To: From:		Johnson Rd		ŀ							
9004) South Boulevard	0.92	8700	G	97%	1%	1% 1%	0%	0%	С	0.093	F	0.504	9400	G	2004
				To		C Cyaamara Ct									
9004) South Boulevard	0.18	5400	G	97%	1%	S. Sycamore St 1% 1%	0%	0%	F	0.093	F	0.558	5800	G	2004
9004) South Boulevard	0.10	0.00	•		170		070		•	0.000	•	0.000	0000	Ŭ	2001
Courth Devilorment	0.70	2500	_	From:	40/	Crater Rd	00/			0.000	_	0.005	0700		2004
9004 South Boulevard	0.72	2500	G	97% To:	1%	1% 1%	0%	0%	F	0.090	F	0.605	2700	G	2004
						Anderson St		1							
9006) Flank Rd	0.06	1000	_	From:	00/	Halifax Rd	10/	00/	_	0.400	_	0.500	2000	0	2004
9006) Flank Rd	0.96	1800	G	96%	0%	3% 0%	1%	0%	С	0.102	F	0.592	2000	G	2004
^				From:		Johnson Rd									
(9006) Flank Rd	0.47	3200	G	96%	0%	3% 0%	1%	0%	F	0.118	F	0.674	3500	G	2004
<u> </u>				To- From:		Birdsong Rd		1							
(9006) Flank Rd	0.75	2800	G	96%	0%	3% 0%	1%	0%	F	0.121	F	0.606	3000	G	2004
$\overline{}$				To:		Fort Hayes Dr									
(9006) Flank Rd	0.91	3100	G	90%	1%	1% 6%	1%	0%	С	0.112	F	0.647	3400	G	2004
			-	To					-					-	, .
Flank Bd (4 Max)	0.42	2000	•	From:	10/	Flank Rd N	00/	00/		0.405			2200		2004
9006) Flank Rd (1-Way)	0.13	2000	G	97% To:	1%	2% 0%	0%	0%	С	0.105	F		2200	G	2004
*						US 301 S Crater									
O Divers D !	6 ==	0.400	_	From:	001	US 301 S Crater		001	^	0.00=	_	0.545	7400	_	0004
(9008) Rives Rd	0.55	6400	G	98%	0%	1% 0%	1%	0%	С	0.097	F	0.515	7100	G	2004
				To: From:		I- 95									
9008) Rives Rd	0.27	4800	G	97%	1%	2% 0%	1%	0%	С	0.103	F	0.568	5200	G	2004
$\overline{}$				To:		ECL Petersburg	3								

Citic of Petershure							Oity Oi	Petersb	uig								
Dupuy Rd	Route	Length	AADT	QA	4Tire	Bus					QC		QK		AAWDT	QW	Year
Dupuy Rd 1.24	City of Petersburg									i							
Composition	Ourus Pd	1 24	640	•		20/				00/	_	0.104	_	0.526	600	C	2004
DuploySt 0.58 2100 G 96% 2% 1% 0% 0% 0% 0% C 0.097 F 0.533 2300 G 2004	9009 Dupuy Ru	1.24	040	G		270			0%	076	г	0.104	г	0.556	090	G	2004
Young Rd Squirre Level Rd 0.82 870 G 96% 2% 1% 0% 0% 0% 0% 0% 0% 0		0.50	2400			20/			00/	00/		0.400		0.500	2200		2004
Second Paramer St 0.86 3800 G 68% 2% 1% 0% 0% 0% C 0.87 F 0.531 4300 G 2004	9009) Dupuy Si	0.56	2100	G	96%	2%	1%	0%	0%	0%	Г	0.102	Г	0.533	2300	G	2004
S. Succh SS Section SS Se	O = 0:							_					_				
Parmer St 0.47 2900 G 96% 2% 1% 0% 0% 0% 0% 0% 0% 0	(9009) Farmer St	0.86	3900	G	96%	2%	1%	0%	0%	0%	С	0.087	F	0.531	4300	G	2004
Halfas St	<u> </u>				To: From:		S. S	South St									
Margner Rd	9009 Farmer St	0.47	2900	G		2%			0%	0%	F	0.087	F	0.597	3200	G	2004
Magner Rd 0.73 14000 G 97% 1% 1% 1% 0% 1% 0% 0% 0					To:		На	alifax St									
1-95 1-95																	
	(9010) Wagner Rd	0.73	14000	G	_	1%			1%	0%	С	0.096	F	0.525	15000	G	2004
Wagner Rd 1.60 9400 G 93% 19% 39% 09% 49% 09% C 0.095 F 0.514 10000 G 2004																	
Squirrel Level Rd	Wagner Rd	1.60	9400	G		1%			4%	0%	C	0.095	F	0.514	10000	G	2004
Squirrel Level Rd 0.82 870 G 98% 0% 2% 1% 0% 0% 0% 0% 0% 0% 0	9010) Wagnar Ra	1.00	3400	Ŭ		170			470	070	Ü	0.000	•	0.014	10000	Ü	200
Squirrel Level Rd					From:				~	1							
Wells Rd Wells Rd	Squirrel Level Rd	0.82	870	G		0%				0%	С	0 101	F	0.722	940	G	2004
Squirrel Level Rd 0.25 4700 G 91% 1% 3% 1% 4% 0% C 0.083 F 0.504 5100 G 200-4	Soll Samuel Foreitta	5.02	0.0	•	- T	370			5 /0	5 /0	0	0.701	•	J., 22	5-10	9	_00-
Squirrel Level 0.20 7000 G 96% 2% 1% 0% 1% 0% F 0.083 F 0.504 7500 G 2004	Cauirral Laval Da	0.05	4700			10/			40/	00/		0.000	г	0.504	E400		200
Squirrel Level 0.20 7000 G 96% 2% 1% 0% 1% 0% F 0.083 F 0.504 7500 G 200-	9011) Squii lei Level Ka	0.25	4700	G	91%	1%	3%	1%	4%	U%	C	0.083	г	0.504	5100	G	∠004
Boytloon Plank Rd	<u> </u>											0.05=		0 ==:			
	(9011) Squirrel Level	0.20	7000	G	96%	2%	1%	0%	1%	0%	F	0.083	F	0.504	7500	G	2004
	<u> </u>				To: From:		Boydto	on Plank I	Rd								
Young Rd 0.59 2900 G 96% 2% 1% 00% 1% 00% C 0.093 F 0.524 3000 G 2004	9011) Young Rd	0.55	4300	G		1%	2%	0%	0%	0%	С	NA			4700	G	2004
Young Rd 0.59 2900 G 96% 2% 1% 0% 1% 0% 0% C 0.093 F 0.524 3000 G 2004	\smile				To		V	alor Dr		—							
123-9009 Dupuy Rd	9011) Young Rd	0.59	2900	G		2%			1%	0%	С	0.093	F	0.524	3000	G	2004
9012 Lee Ave 0.56 3100 G 97% 2% 1% 0% 0% 0% C 0.089 F 0.516 3300 G 2004 9012 Porterville St 0.15 1600 G 97% 196 196 196 0% 0% F 0.077 F 0.588 1800 G 2004 9012 New St 0.18 1500 G 97% 196 197 196 0% 0% C 0.088 F 0.514 1600 G 2004 9012 Harrison St 0.03 1300 G 97% 196 196 196 0% 0% F 0.1 F 1400 G 2004 9012 Corling St 0.09 550 G 97% 196 196 196 0% 0% F 0.1 F 1400 G 2004 9012 Graham Rd 0.83 5400 G 98% 0% 196 0% 0% 0% F 0.11 F 600 G 2004 9013 Graham Rd 0.14 11000 G 98% 0% 196 0% 0% 0% F 0.088 F 0.513 5900 G 2004 9014 Halffax Rd 0.98 510 G 92% 0% 3% 196 0% 0% C 0.088 F 0.513 5900 G 2004 9015 Johnson Rd 0.54 1100 G 98% 0% 2% 0% 0% 0% F 0.114 F 0.574 550 G 2004 9015 Johnson Rd 0.54 1100 G 98% 0% 2% 0% 0% 0% 0% F 0.135 F 0.637 2900 G 2004 9015 Johnson Rd 1.39 5400 G 98% 0% 2% 0% 0% 0% 0% F 0.18 F 0.568 5800 G 2004 9015 Johnson Rd 1.39 5400 G 98% 0% 2% 0% 0% 0% 0% F 0.118 F 0.568 5800 G 2004					_		123-900		Rd								
Description					From:		V	Vest St									
Porterville St 0.15 1600 G 97% 1% 1% 1% 0% 0% 0% F 0.077 F 0.588 1800 G 2004	9012 Lee Ave	0.56	3100	G	97%	2%			0%	0%	С	0.089	F	0.516	3300	G	2004
9012) Porterville St					To		Ш	lifor Ct									
Harding St Har	Porterville St	0.15	1600	G		1%			0%	0%	F	0.077	F	0.588	1800	G	200/
9012) New St	9012) 1 Orter vine Ot	0.10	1000	J	31 70	1 70			070	070		0.077	'	0.500	1000	O	200-
Harrison St	<u> </u>	0.10	4500	_		407					_	0.000	_	0.544	4000		200
	9012) New St	0.18	1500	G		1%			0%	0%	С	0.088	F	0.514	1600	G	2004
9012) Harrison St																	
Corling St Corling St Corling St Harrison St Harrison St	Harrison St	0.03	1300	G	97%	1%			0%	0%	F	0.1	F		1400	G	2004
9012 Corling St 0.09 550 G 97% 1% 1% 1% 0% 0% 0% F 0.11 F 600 G 2004 9012 Graham Rd 0.83 5400 G 98% 0% 1% 0% 0% 0% 0% F 0.088 F 0.513 5900 G 2004 9012 Graham Rd 0.14 11000 G 98% 0% 1% 0% 0% 0% 0% C 0.088 F 0.817 11000 G 2004 9013 Halifax Rd 1.79 2700 G 92% 0% 3% 1% 4% 0% C 0.094 F 0.536 2900 G 2004 9013 Halifax Rd 0.98 510 G 92% 0% 3% 1% 4% 0% C 0.114 F 0.574 550 G 2004 9013 Halifax Rd 0.98 510 G 98% 0% 2% 1% 2% 0% C 0.114 F 0.574 550 G 2004 9015 Johnson Rd 0.54 1100 G 98% 0% 2% 0% 0% 0% 0% F 0.135 F 0.637 2900 G 2004 9015 Johnson Rd 1.39 5400 G 98% 0% 2% 0% 0% 0% 0% F 0.118 F 0.568 5800 G 2004	3012) * **********************************			_		.,.											
S. Sycamore St Sycamore St					From:												
9012 Graham Rd 0.83 5400 G 98% 0% 1% 0% 0% 0% 0% F 0.088 F 0.513 5900 G 2004 9012 Graham Rd 0.14 11000 G 98% 0% 1% 0% 0% 0% 0% 0% C 0.088 F 0.817 11000 G 2004 9013 Halifax Rd 1.79 2700 G 92% 0% 3% 1% 4% 0% C 0.094 F 0.536 2900 G 2004 9013 Halifax Rd 0.98 510 G 95% 0% 2% 1% 2% 0% C 0.114 F 0.574 550 G 2004 9015 Johnson Rd 0.54 1100 G 98% 0% 2% 0% 0% 0% 0% C 0.089 F 0.692 1200 G 2004 9015 Johnson Rd 1.39 5400 G 98% 0% 2% 0% 0% 0% 0% F 0.118 F 0.568 5800 G 2004	9012 Corling St	0.09	550	G	97%	1%	1%	1%	0%	0%	F	0.11	F		600	G	2004
9012 Graham Rd 0.83 5400 G 98% 0% 1% 0% 0% 0% 0% F 0.088 F 0.513 5900 G 2004 9012 Graham Rd 0.14 11000 G 98% 0% 1% 0% 0% 0% 0% 0% C 0.088 F 0.817 11000 G 2004 9013 Halifax Rd 1.79 2700 G 92% 0% 3% 1% 4% 0% C 0.094 F 0.536 2900 G 2004 9013 Halifax Rd 0.98 510 G 95% 0% 2% 1% 2% 0% C 0.114 F 0.574 550 G 2004 9015 Johnson Rd 0.54 1100 G 98% 0% 2% 0% 0% 0% 0% 0% C 0.089 F 0.692 1200 G 2004 9015 Johnson Rd 1.39 5400 G 98% 0% 2% 0% 0% 0% 0% F 0.118 F 0.568 5800 G 2004	$\overline{}$				To		S. Sv	camore S	t	<u> </u>							
Ramp From I-95	9012) Graham Rd	0.83	5400	G		0%				0%	F	0.088	F	0.513	5900	G	2004
Graham Rd 0.14 11000 G 98% 0% 1% 0% 0% 0% 0% C 0.088 F 0.817 11000 G 2004 Cater Rd	\bigcirc				To		Dome										
Crater Rd From: SCL Petersburg	Graham Rd	0 14	11000	G		0%				0%	C	0.088	F	0.817	11000	G	2004
SCL Petersburg SCL	9012) Granam Na	0.17		3		0 /0			0 /0	0 /0	5	0.000	•	0.017	11000	5	200
9013 Halifax Rd 1.79 2700 G 92% 0% 3% 1% 4% 0% C 0.094 F 0.536 2900 G 2004 9013 Halifax Rd 0.98 510 G 95% 0% 2% 1% 2% 0% C 0.114 F 0.574 550 G 2004 9015 Johnson Rd 0.01 2700 G 98% 0% 2% 0% 0% 0% F 0.135 F 0.637 2900 G 2004 9015 Johnson Rd 0.54 1100 G 98% 0% 2% 0% 0% 0% 0% C 0.089 F 0.692 1200 G 2004 9015 Johnson Rd 1.39 5400 G 98% 0% 2% 0% 0% 0% F 0.118 F 0.568 5800 G 2004									_	1							
Wells Rd Wells Rd	Halifay Rd	1 70	2700	c		∩ 0/:				∩º/:	C	0.004	F	0.526	2000	G	200
9013 Halifax Rd 0.98 510 G 95% 0% 2% 1% 2% 0% C 0.114 F 0.574 550 G 2004 9015 Johnson Rd 0.54 1100 G 98% 0% 2% 0% 0% 0% 0% F 0.135 F 0.637 2900 G 2004 9015 Johnson Rd 1.39 5400 G 98% 0% 2% 0% 0% 0% 0% F 0.118 F 0.568 5800 G 2004	9013) Halliax INU	1.79	£1 UU	J	JZ /0	070			4 /0	U /0	C	0.094	г.	0.550	2900	G	2002
SCL Petersburg SCL		2.55	F46			001			001	001		0.111		0.55:			200
SCL Petersburg SCL	9013) Halifax Rd	0.98	510	G		0%				υ%	C	U.114	F	0.574	550	G	2004
9015) Johnson Rd 0.01 2700 G 98% 0% 2% 0% 0% 0% F 0.135 F 0.637 2900 G 2004 9015) Johnson Rd 0.54 1100 G 98% 0% 2% 0% 0% 0% C 0.089 F 0.692 1200 G 2004 9015) Johnson Rd 1.39 5400 G 98% 0% 2% 0% 0% 0% F 0.118 F 0.568 5800 G 2004							Boydto	on Piank I	Kd								
Flank Rd Flank Rd	<u> </u>												_			_	
9015) Johnson Rd 0.54 1100 G 98% 0% 2% 0% 0% 0% C 0.089 F 0.692 1200 G 2004 1.39 5400 G 98% 0% 2% 0% 0% 0% F 0.118 F 0.568 5800 G 2004	(9015) Johnson Rd	0.01	2700	G	98%	0%	2%	0%	0%	0%	F	0.135	F	0.637	2900	G	2004
9015) Johnson Rd 0.54 1100 G 98% 0% 2% 0% 0% 0% C 0.089 F 0.692 1200 G 2004 9015) Johnson Rd 1.39 5400 G 98% 0% 2% 0% 0% 0% F 0.118 F 0.568 5800 G 2004					To:		Fl	ank Rd									
Birdsong Rd Birdsong Rd	9015) Johnson Rd	0.54	1100	G		0%			0%	0%	С	0.089	F	0.692	1200	G	2004
9015) Johnson Rd 1.39 5400 G 98 <mark>% 0% 2% 0% 0% 0%</mark> F 0.118 F 0.568 5800 G 2004	\bigcirc				To:			denna DA		L							
	Johnson Rd	1 39	5400	G		0%			0%	0%	F	0.118	F	0.568	5800	G	2004
	9015) 001113011110	1.00	U-100	•	70 /6 To:	0 /0			0 /0	370		0.110	•	0.000	3000	9	2004

						City of Petersb	urg								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg				From:		0 1 01 1		i							
9015 Johnson Rd	0.46	4800	G	98%	0%	South Blvd 2% 0%	0%	0%	F	0.087	F	0.52	5100	G	2004
9015) Johnson Rd	0.37	4200	G	From: 96%	2%	North Blvd 2% 0%	0%	0%	С	0.087	F	0.535	4500	G	2004
9015	0.07	4200		To:	270	St Luke St	070	070		0.007		0.000	4000		2004
9015 High Pearl St	0.20	4100	G	98%	0%	2% 0%	0%	0%	F	0.087	F	0.506	4400	G	2004
9015) High Pearl St	0.08	3000	G	From: 95%	3%	Virginia Ave 2% 0%	1%	0%	F	0.085	F	0.596	3300	G	2004
\bigcirc				To: From:		ST Matthew St									
9015 Harding St	0.22	2000	G	95% To:	3%	ST Matthews S 2% 0%	1%	0%	С	0.085	F	0.605	2100	G	2004
				From:		Porterville St PortersvilleSt									
9015 Harding St	0.27	930	G	95% To:	3%	2% 0% Halifax St	1%	0%	F	0.100	F		1000	G	2004
				From:											
9017) Birdsong Rd	0.62	580	G	95%	2%	SCL Petersburg	0%	0%	С	0.103	F	0.5	630	G	2004
50.1) = 1.25.1g . td				To:		Johnson Rd	3,0	2,0							
				From:		W Washington S	t								
N Sycamore St	0.18	3900	G	92%	0%	0% 6%	2%	0%	С	NA			4100	G	2004
	0.15	2000		From:	001	W Tabb St	007	00/		0.005		0.550	4400		
N Sycamore St	0.15	3800	G	92% To:	0%	0% 6% Bollingbrook St	2%	0%	F	0.095	F	0.558	4100	G	2004
				From:											
North Blvd	0.57	2200	G	97%	1%	Johnson Rd 1% 0%	1%	0%	С	0.088	F	0.574	2400	G	2004
9023) 1101111 2110	0.0.			To:	.,,	S Sycamore St	.,,		Ū	0.000	•	0.07		Ū	
				From:		Gates Lane									
9025) Virginia Ave	0.22	410	G	98%	1%	1% 0%	0%	0%	С	0.121	F		450	G	2004
<u> </u>				To: From:		Harding Street		1							
9025) Virginia Ave	0.32	2000	G	94%	2%	2% 1%	2%	0%	С	0.088	F	0.525	2200	G	2004
				To: From:		Halifax Street		-							
9025 Young Ave	0.20	2300	G	96%	1%	2% 1%	0%	0%	С	0.094	F	0.518	2500	G	2004
$\overline{}$				To: From:		Arlington Stree									
9025 Young Ave	0.11	3000	G	93%	1%	1% 4%	1%	0%	С	0.098	F	0.559	3200	G	2004
0.14/	0.00	0500	_	From:		West Street Young A		00/		0.004	_	0.500		_	0004
S West St	0.28	3500	G	95%	1%	1% 1%	2%	0%	С	0.084	F	0.523	3800	G	2004
9025) S West St	0.23	5000	G	From: 96%	1%	Augusta Avenue 2% 1%	0%	0%	F	0.086	F	0.507	5400	G	2004
9025 S West St	0.20	3000	Ū	50 70 T	1 70		070	070	'	0.000	'	0.507	3400	J	2007
9025) S West St	0.14	4000	G	From: 96%	1%	Farmer St 2% 1%	0%	0%	F	0.096	F	0.512	4300	G	2004
9025 S West St	0.14	4000	Ü	JO 70	1 70		070	070	'	0.000	'	0.512	4300	J	2004
9025) S West St	0.07	3600	G	From: 96%	1%	W Wythe St 2% 1%	0%	0%	F	0.099	F	0.51	3900	G	2004
9025) S West St	0.07	3000	J	To:	1 70	W Washington S		070		0.000		0.01	3300	J	2007
				From:		Halifax St		<u>.</u>							
9027) S West St	0.63	2200	G	97%	0%	1% 0%	0%	0%	С	0.091	F	0.521	2400	G	2004
				To:		Young Ave									
				From:		Lee Ave									
9029 S. South St	0.36	2100	G	98%	1%	1% 0%	0%	0%	С	0.089	F	0.529	2300	G	2004
\bigcirc				To:		US 1 Wythe St									
9029) S. South St	0.09	8700	G	98%	0%	1% 0%	0%	0%	F	NA			9200	G	2004
\bigcirc				To		Washington St									
				From:		winigion of									
9029 N. South St	0.20	6300	G	98%	0%	1% 0%	0%	0%	F	0.093	F	0.584	6800	G	2004

	City of Petersburg														
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg															
Lligh Ct	0.02	910	•	From:	00/	N South St	00/	00/	_	0.000	F	0.524	990	C	2004
9029 High St	0.02	810	G	98% To:	0%	1% 0% Canal St	0%	0%	F	0.099	Г	0.534	880	G	2004
				From:		High St									
9029) Canal St	0.20	6100	G	98%	0%	1% 0%	0%	0%	С	0.094	F	0.594	6600	G	2004
				To:		Grove Ave									
				From:		New St									
9031) Byrne St	0.40	850	G	94%	3%	2% 0%	0%	0%	С	0.104	F		920	G	2004
				To:		Halifax St									
C. Marriage Ct	0.40	2000	_	From:	20/	Halifax Rd	00/	00/	_	0.000	_	0.05	2400	0	200
9031 S. Market St	0.12	2800	G	94% To:	3%	2% 0%	0%	0%	F	0.099	F	0.65	3100	G	2004
						Wythe St									
			_	From:		Sycamore St			_		_			_	
9033) Apollo St	0.14	2700	G	97% To:	1%	1% 0%	0%	0%	F	0.089	F	0.55	3000	G	2004
<u> </u>				From:		Jefferson St									
9033) Jefferson St	0.58	2700	G	97%	1%	Apollo St 1% 0%	0%	0%	С	0.094	F	0.601	3000	G	2004
9033) Jefferson St	0.50	2700	J	To:	1 /0	E Wythe St	070	070	O	0.004	'	0.001	3000	O	200-
				From:		3rd Street									
9033) Henry St	0.04	1300	G	97%	1%	1% 0%	0%	0%	F	NA			1300	G	2004
<u> </u>				To		N Adams St									
				From:		E Washington S	t	Ī							
9038) Puddledock Rd	0.40	4400	G	89%	0%	3% 3%	4%	0%	С	0.095	F	0.586	4800	G	2004
9030)				To:		ECL Petersburg			_						
				From:		Canal St	2	1							
9046) High St	0.58	1000	G			Callal St				0.099	F	0.706	1100	G	2004
High St	0.50	1000	J	To:		N Market St				0.000	'	0.700	1100	O	200-
				From:		N Manket St									
W Bank St	0.14	2200	G							0.092	F		2400	G	2004
				To:		N. Cyyaamana Ct									
9046) E Bank St	0.11	3500	G	97%	0%	N Sycamore St 2% 1%	0%	0%	С	NA			3700	G	2004
9046) E Bank St	0.11	3300	J	To:	070	2Nd St	070	070	O	INA			3700	O	200-
				From:		US 301 N Crater	Rd								
9046) Bank St	0.25	2800	G	93%	1%	4% 1%	1%	0%	С	0.104	F	0.538	3000	G	2004
				To:		Foot Ct									
9046 Bank St	0.21	2700	G	From: 93%	1%	East St 4% 1%	1%	0%	F	0.098	F	0.545	3000	G	2004
9046) Bank St	0.21	2700	G	To:	1 /0	SR 36 E Washingto		070	'	0.030	'	0.545	3000	G	200-
				From:			ar ot								
9048) W Tabb St	0.00	1700	c		0%	N Market St	20/	10/	F	0.11	F	0.655	1800	_	200/
9048) W Tabb St	0.09	1700	G	90%	0%	0% 7%	2%	1%	Г	0.11	Г	0.655	1800	G	2004
				From:		Union St									
9048) W Tabb St	0.06	2100	G	90%	0%	0% 7%	2%	1%	F	0.116	F	0.612	2200	G	2004
<u> </u>				To		N Sycamore St		\neg							
9048) E Tabb St	0.12	1200	G	90%	0%	0% 7%	2%	1%	С	NA			1200	G	2004
				To:		N Adams St									
				From:		Defense Rd									
9053) Baylors Ln	0.65	1800	G	98%	1%	1% 0%	0%	0%	С	0.102	F	0.574	2000	G	2004
- 1, 210 <u>-</u> 1	2.00		_	To:	.,•	Halifax St			-		-			-	
				From:		E Washington S	+	<u>!</u>							
9055) Madison St	0.05	2100	G	94%	1%	2% 1%	1%	0%	F	0.105	F	0.841	2300	G	2004
Madison St	0.00	2100	3	J -1 /0	1 /0		1 /0	0 /0	'	0.103	'	0.041	2000	J	2004
	_			From:		Franklin St									
9055) Madison St	0.18	1800	G	94%	1%	2% 1%	1%	0%	С	0.104	F	0.85	2000	G	2004
\smile				From:		E Bank St									
9055) Madison St	0.07	1200	G	94%	1%	2% 1%	1%	0%	F	0.098	F	0.635	1300	G	2004
				To:		Bollingbrook St									
				From:		E Bank St									
9057) Fifth St	0.05	540	G			L Daile Di				0.133	F	0.746	580	G	2004
,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	0.00	0	-	To:		Bollingbrook S	t			5.100	•	J 10	200	-	_00-
				L		Domingorook 3		ı							

						City of Petersburg								
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail		\cap C	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg				From:		D - 11: 1 1- C4								
Fifth St	0.08	560	G	82%	4%	Bollingbrook St 4% 4% 6%	0%	С	0.105	F	0.515	610	G	2004
,,,,,,				To		River St								
				From:		Flank Rd One-Way								
Flank Rd N	0.20	3900	G	97%	1%	1% 0% 0%	0%	С	0.086	F	0.786	4200	G	2004
				To:		US 301 S Crater Rd								
0065) S Adams St	0.40	4400	_	From:		E Wythe St			0.005	_	0.71	4000	0	200
S Adams St	0.10	4400	G	To:		E Washington St	1		0.095	F	0.71	4800	G	200
				From:		6Th St	1							
Accomack St		310	G	<u> </u>		ornst			0.094	F		340	G	200
				To:		7Th St								
				From:		Old Church St	1							
Cameron St		400	G						0.108	F		430	G	200
				To:		Center St								
			_	From:		Prince George Ave			0.444	_		000	•	000
Culpeper Ave		570	G	To:		Brunswick St			0.141	F		620	G	200
				From:			<u>_</u>							
Custer St		450	G	<u> </u>		Halifax Rd			0.106	F		480	G	200
				To-		Hawk St]							
				From:		Busby St								
Darby Dr		320	G						0.094	F		340	G	200
				To:		Halcun Dr								
				From:		Dering Rd								
Gordon Dr		290	G	т		W. 1. P.			0.11	F		310	G	200
						Hoke Dr								
Homestead Dr		1000	G	From:		Valley Dr			0.096	F		1100	G	200
Homestead Di		1000	Ü	To:		Midland Rd	1		0.000	•		1100	J	200
				From:		Filmore St	1							
Jefferson St		3700	G	<u> </u>		Timore Be			0.088	F		4000	G	200
				To:		ST Andrews St								
				From:		Bolling Street								
Kirkham Street		500							0.101	F	0.591	540	G	2004
				To:		Chestnut Street								
North Park Dr		1200	•	From:		Nivram St			0.00	F		1300	G	200
North Park Dr		1200	G	To:		Retang Rd	1		0.09	Г		1300	G	200
				From:		Homestead Dr	1							
Oakmont Dr		90	G	<u> </u>		Homestead Di			0.12	F	0.5	100	G	200
				To:		Midland Rd								
				From:		Bollingbrook St								
Old Church St		360	G						0.108	F		390	G	200
				To:		Miller St								
Patterson Ave		1100	•	From:		Floyd St			0.110	_		1100	0	200
		1100	G	To-		Carver St			0.119	F		1100	G	200
				From:		Valor Dr								
Pleasants Ln		1000	G	<u> </u>		+ ai01 D1			0.104	F		1100	G	200
				To:		Dupuy Rd								
				From:		Ash St								
Richmond Ave		990	G						0.093	F		1100	G	200
				To:		Nash St								
				From:		Valley St								
Rollingwood Rd		100	G	To:		H 1 P			0.109	F		110	G	200
				10:		Homestead Dr								

Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Petersburg															
				From:		Fore	st Hill Rd								
South Park Dr		1800	G							0.095	F		1900	G	2004
				To:		Wes	st Park Dr								
-				From:		High	h Pearl St								
St Matthew St		2900	G					•		0.087	F		3100	G	2004
				To:		На	rding St								
				From:		C	uster St								
Talley Ave		880	G							0.234	F		950	G	2004
				To:		Edr	nonds Ct								